# THE WESTERN PACIFIC RAILROAD CO.

## EASTERN DIVISION

# TIME 5 TABLE

**In Effect 12:01 A. M. "Pacific" Time**

## FRIDAY, AUGUST 1, 1924

This Time Table is for the exclusive use and guidance of the employes concerned. The Company reserves the right to vary from it at pleasure.

Always have the revised Book of Rules of the Transportation Department at hand for reference.

E. W. MASON,
Vice President and General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

H. J. BEEM,
Superintendent.

Eastward. | FIRST SUBDIVISION | Westward.

| Water, Fuel, Fone, Scales, Tables Wyes, Bulletin Register Stations Standard Clocks | SECOND CLASS 62 Fast Freight | FIRST CLASS 4 Pacific Express | FIRST CLASS 2 Scenic Limited | Distance from San Francisco | Time Table No. 5 August 1, 1924. STATIONS Telegraph Offices and Calls. | Distance from Winnemucca | FIRST CLASS 1 Scenic Limited | FIRST CLASS 3 Pacific Express | SECOND CLASS 61 Fast Freight | Capacity of Sidings |
|---|---|---|---|---|---|---|---|---|---|---|
| | Leave Daily | Leave Daily | Leave Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily | |
| F. W. Y. B. R. K. P. | 12.30PM | 1.55PM | 12.55AM | 438.4 | DN GERLACH Gr | 94.0 | s 2.40AM | s 1.45PM | 10.00AM | Yard |
| | | | | | 4.5 | | | | | |
| P. | 12.45 | f 2.08 | 1.06 | 442.9 | ASCALON | 89.5 | 2.31 | f 1.33 | 9.40 | 86 |
| | | | | | 8.9 | | | | | |
| P. | **1.15** | f 2.26 | 1.20 | 451.8 | TREGO | 80.6 | 2.18 | f **1.15** | 9.05 | 86 |
| | | | | | 9.8 | | | | | |
| P. | 1.50 | f 2.45 | 1.35 | 461.6 | CHOLONA | 70.8 | 2.04 | f 12.56 | 8.30 | 86 |
| | | | | | 9.3 | | | | | |
| P. | 2.30 | f 3.03 | **1.50** | 470.9 | RONDA | 61.5 | **1.50** | f 12.42 | 8.05 | 86 |
| | | | | | 3.8 | | | | | |
| P. | 2.45 | s 3.10 | 2.00 | 474.7 | DN SULPHUR Ru | 57.7 | 1.41 | s 12.35 | 7.50 | 86 |
| | | | | | 4.9 | | | | | |
| P. | **3.21** | **3.21** | 2.10 | 479.6 | FLOKA | 52.8 | 1.33 | 12.23 | 7.30 | 85 |
| | | | | | 8.3 | | | | | |
| P. | 3.55 | f 3.35 | 2.25 | 487.9 | ANTELOPE | 44.5 | 1.21 | f 12.10PM | 7.05 | 86 |
| | | | | | 8.8 | | | | | |
| W. F. P. | 4.25 | s 3.50 | 2.40 | 496.7 | DN JUNGO Jo | 35.7 | 1.01 | s 11.50AM | 6.05 | 85 |
| | | | | | 6.8 | | | | | |
| P. | 4.45 | f 4.01 | 2.51 | 503.5 | VENADO | 28.9 | 12.50 | f 11.38 | 5.40 | 86 |
| | | | | | 4.9 | | | | | |
| P. | 5.00 | f 4.10 | 2.59 | 508.4 | GASKELL | 24.0 | 12.43 | f 11.30 | 5.25 | 88 |
| | | | | | 6.2 | | | | | |
| W. P. | 5.20 | f 4.22 | 3.10 | 514.6 | PRONTO Rn | 17.8 | 12.33 | f 11.17 | 5.05 | 85 |
| | | | | | 4.9 | | | | | |
| P. | 5.35 | f 4.31 | 3.18 | 519.5 | RAGLAN | 12.9 | 12.22 | f 11.05 | 4.45 | 83 |
| | | | | | 6.2 | | | | | |
| P. | 5.55 | f 4.41 | 3.28 | 525.7 | KRUM | 6.7 | 12.12 | f 10.53 | 4.25 | 86 |
| | | | | | 6.7 | | | | | |
| F. W. T. B. R. K. P. | 6.30PM | s 4.55PM | s 3.40AM | 532.4 | DN WINNEMUCCA Wa | 0.0 | 12.01AM | 10.40AM | 4.00AM | Yard |
| | Arrive Daily | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily | |
| | 6.00 | 3.00 | 2.45 | | Time over Subdivision | | 2.39 | 3.05 | 6.00 | |
| | 15.6 | 31.3 | 34.1 | | Average Speed per Hour | | 35.4 | 30.4 | 15.6 | |

**Westward Trains are superior to Eastward Trains of the same class.**

Yard Limits: Gerlach and Winnemucca.

**SPEED RESTRICTIONS.**

Maximum speed for passenger trains 50, freight and mixed trains 30 miles an hour. (See rule 847.)

Maximum speed for freight trains 20 miles an hour descending Antelope hill, both directions.

Maximum speed for consolidation and mikado engines: when running light or handling freight or mixed trains, 30 miles an hour; when handling passenger trains, 40 miles an hour, except as otherwise provided by time table, bulletin or train order. (See Rule 847.)

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves, and where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

**Nos. 1 and 2 will stop on flag at all stations for revenue passengers to or from points Salt Lake and East.**

| Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations, Standard Clocks | SECOND CLASS 280 Southern Pacific Fast Freight Leave Daily | 62 Western Pacific Fast Freight Leave Daily | 276 Southern Pacific Fast Freight Leave Daily | 314 Southern Pacific Local Freight Leave Tues., Thurs., Sat. | 316 Southern Pacific Local Freight Leave Mon., Wed., Fri. | 272 Southern Pacific Fast Freight Leave Daily | 258 Southern Pacific Fast Freight Leave Daily | FIRST CLASS 4 Western Pacific Pacific Express Leave Daily | 10 Southern Pacific Atlantic Express Leave Daily | 20 Southern Pacific Pacific Limited Leave Daily | 22 Southern Pacific St. Louis Express Leave Daily | 2 Western Pacific Scenic Limited Leave Daily | 42 Southern Pacific Overland Limited Leave Daily | Distance from San Francisco |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| F. W. T. B. R. K. P. | | 7.30PM | | | | | | 5.05PM | | | | 3.45AM | | 532.4 |
| P. R. | 8.41PM | 7.45 | 2.03PM | 8.20AM | | 8.03AM | 2.03AM | f 5.13 | f 4.47PM | 7.23AM | 5.30AM | 3.52 | 2.26AM | 536.4 |
| P. | 8.52 | 8.00 | 2.15 | 8.32 | | 8.15 | 2.15 | f 5.20 | f 4.55 | 7.31 | 5.39 | 4.00 | 2.34 | 540.6 |
| P. W. | 9.12 | 8.25 | 2.33 | 8.57 | | 8.35 | **2.47** | s 5.35 | s 5.08 | 7.43 | f 5.53 | 4.13 | **2.47** | 548.5 |
| | | | | | | | | | | | | | | 553.6 |
| P. | 9.45 | 9.05 | 3.05 | 9.35 | | 9.05 | 3.20 | s 5.57 | f 5.30 | 8.03 | 6.15 | 4.35 | 3.09 | 562.0 |
| P. W. | 10.15 | 9.40 | 3.35 | 10.15 | | 9.40 | 3.50 | f 6.18 | f 5.52 | 8.21 | 6.37 | 4.55 | 3.28 | 575.3 |
| P. | | | | | | | | f 6.40 | s 6.12 | 8.41 | s 6.58 | 5.14 | 3.49 | 589.0 |
| P. | 10.53 | 10.20 | 4.10 | 11.00 | | 10.20 | 4.25 | f 6.43 | f 6.15 | 8.43 | 7.00 | 5.17 | 3.51 | 590.6 |
| P. | 11.20 | 10.50 | 4.35 | 11.30 | | 10.45 | 4.50 | s 7.00 | f 6.32 | 9.00 | 7.19 | 5.35 | 4.09 | 600.9 |
| P. | **11.40PM** | **11.40PM** | 5.00 | 11.55AM | | 11.10 | 5.12 | f 7.17 | f 6.48 | 9.15 | 7.34 | 5.50 | 4.24 | 610.1 |
| P. W. F. | 12.01AM | 12.20AM | 5.23 | 12.20PM | | 11.33 | 5.32 | s 7.35 | s 7.04 | f 9.30 | f 7.50 | 6.05 | 4.39 | 618.6 |
| P. | 12.25 | 12.50 | 5.45 | 12.55 | | 11.55AM | 5.50 | f 7.50 | f 7.20 | 9.42 | 8.04 | 6.17 | 4.51 | 627.2 |
| | | | | | | | | | | | | | | 635.4 |
| P. | 12.55 | 1.25 | 6.10 | 1.20 | | 12.20PM | 6.10 | s 8.08 | s 7.35 | 9.57 | f 8.21 | f 6.32 | 5.06 | 635.9 |
| | 1.21AM | 1.55 | 6.33PM | 1.50PM | | 12.43PM | 6.35AM | 8.23 | 7.48 | 10.11 | 8.36 | 6.46 | 5.20 | 643.4 |
| P. W. | Via S. P. Carlin Yard | 2.00 | VIA SOUTHERN PACIFIC CARLIN YARD | | | | | s 8.25 | s 7.50 8.10 | s10.13 | s 8.38 | f 6.48 | s 5.22 | 644.5 |
| | 2.31AM | 2.05 | 7.43PM | | 7.05AM | 1.53PM | 7.45AM | 8.28 | 8.13 | 10.16 | 8.41 | 6.51 | 5.25 | 646.0 |
| P. | 2.45 | 2.20 | 7.53 | | 7.30 | 2.07 | 8.00 | f 8.40 | f 8.22 | 10.25 | 8.49 | 7.00 | 5.34 | 650.2 |
| P. | 3.05 | 2.50 | 8.08 | | 8.00 | 2.25 | 8.20 | f 8.55 | f 8.38 | 10.37 | 9.01 | 7.12 | 5.46 | 656.7 |
| F.W.T.Y.B. R. K. P. | 3.30AM | 3.20AM | 8.33PM | | 8.35AM | 2.53PM | 8.53AM | s 9.15PM | s 9.00PM | s10.54AM | s 9.20AM | s 7.30 AM | f 6.04AM | 665.5 |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tues., Thurs., Sat. | Arrive Mon., Wed., Fri. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |
| | 6.49 | 7.50 | 6.30 | 5.30 | 1.30 | 6.50 | 6.50 | 4.10 | 4.13 | 3 31 | 3.50 | 3.45 | 3.38 | |
| | 22.7 | 16.9 | 24.2 | 19.4 | 13.0 | 22.7 | 22.7 | 31.9 | 30.6 | 36.7 | 33.8 | 35.4 | 35.5 | |

Block Signals

## Time Table No. 5

August 1, 1924

| STATIONS Telegraph Offices and Calls | | | Distance from Elko | FIRST CLASS 1 Western Pacific Scenic Limited Arrive Daily | FIRST CLASS 3 Western Pacific Pacific Express Arrive Daily | SECOND CLASS 61 Western Pacific Fast Freight Arrive Daily | Capacity of Sidings |
|---|---|---|---|---|---|---|---|
| DN | **WINNEMUCCA** | Wa | 133.1 | s 11.55PM | s 10.33AM | 3.15AM | Yard |
| | 4.0 | | | | | | |
| DN | WESO | WO | 129.1 | 11.47PM | f 10.25AM | 3.00AM | |
| | 4.2 | | | | | | |
| | BLISS | | 124.9 | | | | 86 |
| | 7.9 | | | | | | |
| D | GOLCONDA | Gd | 117.0 | | | | 86 |
| | 5.2 | | | | | | |
| | **PREBLE** (S. P. Connection) | | 111.9 | | | | No Siding |
| | 8.3 | | | | | | |
| D | RED HOUSE | Rd | 103.5 | | | | 87 |
| | 13.3 | | | | | | |
| | ELLISON | | 90.2 | | | | 86 |
| | 13.7 | | | | | | |
| DN | N. BATTLE MOUNTAIN | Nb | 76.5 | | | | No Siding |
| | 1.6 | | | | | | |
| | RENNOX | | 74.9 | | | | 86 |
| | 10.3 | | | | | | |
| | KAMPOS | | 64.6 | | | | 86 |
| | 9.2 | | | | | | |
| D | DUNPHY | Ny | 55.4 | | | | |
| | 8.5 | | | | | | |
| DN | BEOWAWE (S. P. Connection) | Be | 46.9 | | | | 86 |
| | 8.6 | | | | | | |
| | CLURO | | 38.3 | | | | 86 |
| | 8.2 | | | | | | |
| | E. N. RY. CROSSING | | 30.1 | | | | |
| | 0.5 | | | | | | |
| | **PALISADE** | | 29.6 | | | | 86 |
| | 7.5 | | | | | | |
| | WEST CARLIN | | 22.1 | | | | |
| | 1.1 | | | | | | |
| DN | CARLIN | Ca | 21.0 | | | | 84 |
| | 1.5 | | | | | | |
| | EAST CARLIN | | 19.5 | | | | |
| | 4.2 | | | | | | |
| | TONKA | | 15.3 | | | | 83 |
| | 6.5 | | | | | | |
| | HUNTER | | 8.8 | | | | 86 |
| | 8.8 | | | | | | |
| DN | **ELKO** | KDi | 0.0 | | | | Yard |
| | | | | Leave Daily | Leave Daily | Leave Daily | |
| Time Over Subdivision | | | | .08 | .08 | .15 | |
| Average Speed per Hour | | | | 30 0 | 30.0 | 15.3 | |

See Southern Pacific Current time table for Westward Western Pacific schedules Elko to Weso.

**Westward Trains are superior to Eastward Trains of the same class.**

**For special instructions applying to joint tracks between Weso and Alazon, see page 6.**

Yard Limits: Winnemucca, Carlin and Elko.

### SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 30 miles an hour. (See rule 847.)

Maximum speed for consolidation and mikado engines; when running light or handling freight or mixed trains, 30 miles an hour; when handling passenger trains, 40 miles an hour, except as otherwise provided by time table, bulletin or train order. (See Rule 847.)

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves, and where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

Automatic block signals govern trains through Tunnel 39, just west of Palisade; 41 west of Tonka, and 42 east of Tonka.

Home signal governing eastward trains located 329 feet west of west portal Tunnel 39. Distant signal located 1881 feet west of this home signal. Second home signal located 3828 feet west of distant signal; this home signal indicates whether or not block ahead is occupied. Home signal located 329 feet west of west portal works in connection with bonded track extending 3328 feet east of east home signal. Home signal governing westward trains located 400 feet east of east portal Tunnel 39, governs tunnel and E. N. Ry. crossing. A block limit board located 3328 feet east of east home signal indicates east limit of bonded district.

Home signal governing eastward trains located 858 feet west of portal of Tunnel 41. Home signal governing westward trains located 231 feet east of portal.

Home signal governing eastward trains located 500 feet west of portal of Tunnel 42. Home signal governing westward trains located 3000 feet east of portal.

### EUREKA NEVADA RAILWAY CROSSING AT PALISADE.

Derails in Eureka Nevada Railway track on each side of the points where the Western Pacific Railroad crosses the Eureka Nevada Railway west of Palisade are connected with automatic home signals on the Western Pacific Railroad.

Westward trains must stop before passing over the crossing regardless of position of the home signal just east of portal of Tunnel 39.

Eastward trains will be governed by home signal located just west of the Eureka Nevada Railway crossing.

Trains stopped by these interlocking home signals, in addition to following a flagman, as per rule, must not foul the Eureka Nevada Railway Crossing until it has been ascertained that the derails on that road are set to derail.

Trains must not exceed 10 miles an hour over the Eureka Nevada Railway crossing.

**Nos. 1 and 2 will stop on flag at all stations for revenue passengers to or from points Salt Lake and east.**
**No. 42 will stop on flag at all stations in Nevada for passengers to Cheyenne and beyond.**

**No. 20 will stop on flag at all stations in Nevada for passengers to Ogden and beyond.**
**No. 20 will stop at Golconda to discharge passengers from Reno and beyond.**

# Eastward — THIRD SUBDIVISION — Westward

| Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks | SECOND CLASS 276 Southern Pacific Fast Freight | 272 Southern Pacific Fast Freight | 316 Southern Pacific Local Freight | 258 Southern Pacific Fast Freight | 62 Western Pacific Fast Freight | 280 Southern Pacific Fast Freight | FIRST CLASS 4 Western Pacific Pacific Express | 10 Southern Pacific Atlantic Express | 20 Southern Pacific Pacific Limited | 22 Southern Pacific St. Louis Express | 2 Western Pacific Scenic Limited | 42 Southern Pacific Overland Limited | Distance from San Francisco | Time Table No. 5 — August 1, 1924 — STATIONS Telegraph Offices and Calls | Distance from Wendover | FIRST CLASS 1 Western Pacific Scenic Limited | 3 Western Pacific Pacific Express | SECOND CLASS 61 Western Pacific Fast Freight | Capacity of Sidings |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| F. W. T. Y. B. R. K. P. | 8.33PM | 2.53PM | 9.45AM | 8.53AM | 4.20AM | 3.30AM | 9.25PM | 9.00PM | 10.54AM | 9.20AM | 7.40AM | 6.04AM | 665.5 | DN **ELKO** K. Di. | 140.9 | | | | Yard |
| | | | | | | | | | | | | | | 7.7 | | | | | |
| P. | 8.47 | 3.12 | 10.20 | 9.08 | 4.45 | 3.50 | f 9.40 | f 9.17 | 11.08 | 9.34 | 7.54 | 6.18 | 673.2 | PARDO | 133.2 | | | | 85 |
| | | | | | | | | | | | | | | 10.2 | | | | | |
| P. W. | 9.15 | 3.38 | 11.00 | 9.30 | 5.15 | 4.15 | f 9.58 | f 9.35 | 11.25 | 9.51 | 8.11 | 6.35 | 683.4 | DN ELBURZ BZ | 123.0 | | | | 85 |
| | | | | | | | | | | | | | | 4.8 | | | | | |
| P. | 9.24 | 3.48 | **11.33**AM | 9.38 | 5.30 | 4.25 | f 10.08 | f 9.45 | **11.33** | f 9.59 | 8.18 | 6.43 | 688.2 | HALLECK | 118.2 | | | | 85 |
| | | | | | | | | | | | | | | 11.4 | | | | | |
| P. W. | 9.53 | 4.15 | 12.20PM | **10.16** | 6.10 | 4.50 | s 10.30 | f 10.10 | 11.50AM | f **10.16** | 8.36 | 7.00 | 699.6 | D DEETH WD | 106.8 | | | | 50 |
| | | | | | | | | | | | | | | 1.5 | | | | | |
| | | | | | | | | | | | | | 701.1 | S. P. CONNECTION | 105.3 | | | | |
| | | | | | | | | | | | | | | 7.5 | | | | | |
| P. | 10.17 | 4.40 | 12.45 | 10.45 | 6.40 | 5.17 | f 10.45 | f 10.30 | 12.06PM | 10.33 | 8.52 | 7.16 | 708.6 | STARR | 97.8 | | | | 85 |
| | | | | | | | | | | | | | | 5.1 | | | | | |
| P. R. | 10.34PM | 4.53PM | 1.00PM | 11.00AM | 6.55 | 5.31AM | f 10.55 | 10.44PM | 12.16PM | 10.43AM | 9.02 | 7.26AM | 713.7 | DN **ALAZON** AZ | 92.7 | 7.15PM | f 5.05AM | 4.30PM | |
| | | | | | | | | | | | | | | 3.5 | | | | | |
| F. W. P. | | | | | 7.10 | | s 11.03 | | | | s 9.09 | | 717.2 | DN WELLS WS | 89.2 | s 7.05 | s 4.55 | 4.10 | 50 |
| | | | | | | | | | | | | | | 6.4 | | | | | |
| P. | | | | | 7.40 | | f 11.15 | | | | 9.21 | | 723.6 | BOAZ | 82.8 | 6.53 | f 4.44 | 3.50 | 49 |
| | | | | | | | | | | | | | | 4.7 | | | | | |
| P. | | | | | 8.00 | | f 11.22 | | | | 9.28 | | 728.3 | RUBY | 78.1 | 6.46 | f 4.36 | 3.36 | 49 |
| | | | | | | | | | | | | | | 5.1 | | | | | |
| P. | | | | | 8.20 | | s 11.31 | | | | 9.35 | | 733.4 | D TOBAR BA | 73.0 | 6.38 | s 4.28 | 3.18 | 85 |
| | | | | | | | | | | | | | | 5.2 | | | | | |
| P. W. | | | | | 8.40 | | f 11.40 | | | | 9.42 | | 738.6 | VENTOSA | 67.8 | 6.30 | f 4.16 | 3.00 | 85 |
| | | | | | | | | | | | | | | 8.7 | | | | | |
| P. | | | | | 9.05 | | f 11.55PM | | | | 9.54 | | 747.3 | SONAR | 59.1 | 6.16 | f 4.02 | 2.35 | 50 |
| | | | | | | | | | | | | | | 5.6 | | | | | |
| P. | | | | | 9.30 | | f 12.07AM | | | | 10.06 | | 752.9 | JASPER | 53.5 | 6.07 | f 3.52 | 2.20 | 60 |
| | | | | | | | | | | | | | | 8.5 | | | | | |
| P. | | | | | 10.00 | | f 12.20 | | | | 10.20 | | 761.4 | LUKE | 45.0 | 5.47 | f 3.32 | 1.35 | 86 |
| | | | | | | | | | | | | | | 4.5 | | | | | |
| F. W. P. Y. | | | | | **10.30** | | s 12.30 | | | | s **10.30** | | 765.9 | N. N. Crossing DN **SHAFTER** FA | 40.5 | s 5.40 | s 3.25 | 1.15 | 125 |
| | | | | | | | | | | | | | | 6.3 | | | | | |
| P. Y. | | | | | 11.05 | | f 12.45 | | | | 10.44 | | 772.2 | SILVER ZONE | 34.2 | 5.22 | f 3.06 | 12.25PM | 85 |
| | | | | | | | | | | | | | | 2.2 | | | | | |
| | | | | | | | f | | | | | | 774.4 | ARNOLD | 32.0 | | f | | |
| | | | | | | | | | | | | | | 9.0 | | | | | |
| P. W. | | | | | **11.40**AM | | f 1.08 | | | | 11.07 | | 783.4 | PROCTOR | 23.0 | 4.55 | f 2.40 | **11.40**AM | 45 |
| | | | | | | | | | | | | | | 5.3 | | | | | |
| P. | | | | | 12.05PM | | f 1.17 | | | | **11.16** | | 788.7 | PILOT | 17.7 | 4.44 | f 2.29 | **11.16** | 96 |
| | | | | | | | | | | | | | | 11.1 | | | | | |
| P. | | | | | 1.10 | | f 1.35 | | | | 11.32 | | 799.8 | OLA | 6.6 | 4.24 | f 2.09 | 10.15 | 84 |
| | | | | | | | | | | | | | | 6.6 | | | | | |
| F. W. T. O. Y. B. R. K. P. | | | | | 2.00PM | | s **1.50**AM | | | | s 11.45AM | | 806.4 | DN **WENDOVER** WN | 0.0 | 4.05PM | **1.50**AM | 9.30AM | Yard |
| | Arrive Daily | Arrive Daily | Arrive Mon., Wed., Fri. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily | |
| | 2.01 | 2.00 | 3.15 | 2.07 | 9.40 | 2.01 | 4.25 | 1.44 | 1.22 | 1.23 | 4.05 | 1.22 | | Time Over Subdivision | | 3.10 | 3.15 | 7.00 | |
| | 23.5 | 23.6 | 14.5 | 22.3 | 14.5 | 23.5 | 31.9 | 27.3 | 34.5 | 34.1 | 34.5 | 34.5 | | Average Speed per Hour | | 29.2 | 28.5 | 13.2 | |

Block Signals

See Southern Pacific Current time table for Westward Western Pacific Schedules Alazon to Elko.

**Westward Trains are superior to Eastward Trains of the same class.**

For special instructions applying to joint tracks between Weso and Alazon, see page 6.

Yard Limits: Elko, Wells, Shafter and Wendover.

**SPEED RESTRICTIONS.**

Maximum speed for passenger trains 50, freight and mixed trains 30 miles an hour. (See rule 847.)

Maximum speed for consolidation and mikado engines; when running light or handling freight or mixed trains, 30 miles an hour; when handling passenger trains, 40 miles an hour, except as otherwise provided by time table, bulletin or train order. (See Rule 847.)

Maximum speed for freight trains 20 miles an hour descending Jasper and Silver Zone hills, both directions.

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves, and where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

Passenger trains will use 3, freight and mixed trains 5 minutes passing through Tunnel 43.

Passenger trains must not exceed 30, freight and mixed trains 15 miles an hour rounding Arnold Loop and first curve east of Ola.

Between Proctor and Mile Post 785, passenger trains must not exceed 30, freight and mixed trains 15 miles an hour.

Automatic home block signals govern trains through Tunnel 43, between Jasper and Luke. Home signals are located 1000 feet in advance of each portal. No distant signals.

Three per cent line between Arnold and Proctor will be handled as follows:

Must not be used except by train order authority.

Eastward trains stop at Arnold, turn up sufficient number of retainers to control train descending the grade, and before proceeding make thorough test of air brakes and retainers.

Eastward trains must approach Proctor with caution expecting to find the siding occupied. Passenger trains must not exceed 10, freight and mixed trains 6 miles an hour.

**Nos. 1 and 2 will stop on flag at all stations for revenue passengers to or from points Salt Lake and east.**

**No. 42 will stop on flag at all stations in Nevada for passengers to Cheyenne and beyond.**

**No. 20 will stop on flag at all stations in Nevada for passengers to Ogden and beyond.**

# Time Table No. 5

August 1, 1924.

| Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin, Register Stations, Standard Clocks | SECOND CLASS 62 Fast Freight Leave Daily | FIRST CLASS 4 Pacific Express Leave Daily | FIRST CLASS 2 Scenic Limited Leave Daily | Distance from San Francisco | STATIONS Telegraph Offices and Calls | Distance from Salt Lake | FIRST CLASS 1 Scenic Limited Arrive Daily | FIRST CLASS 3 Pacific Express Arrive Daily | SECOND CLASS 61 Fast Freight Arrive Daily | Capacity of Sidings |
|---|---|---|---|---|---|---|---|---|---|---|
| F. W. T. O. Y. B. R. K. P. | 3.00PM | 2.00AM | 11.50AM | 806.4 | DN **WENDOVER** Wn | 121.6 | s 3.55PM | s 1.40AM | 8.30AM | Yard |
| | | | | | 8.9 | | | | | |
| P. | **3.42** | s 2.17 | 12.03PM | 815.3 | D SALDURO Sa | 112.7 | **3.42** | s 1.25 | 7.55 | 82 |
| | | | | | 10.2 | | | | | |
| P. | 4.10 | f 2.35 | 12.16 | 825.5 | ARINOSA | 102.5 | 3.29 | f 1.09 | 7.20 | 87 |
| | | | | | 9.8 | | | | | |
| P. | 4.40 | f 2.51 | 12.29 | 835.3 | BARRO | 92.7 | 3.16 | f 12.53 | 6.50 | 83 |
| | | | | | 10.3 | | | | | |
| P. W. | 5.10 | f 3.08 | 12.42 | 845.6 | DN KNOLLS Ks | 82.4 | 3.03 | f 12.35 | 6.20 | 87 |
| | | | | | 9.0 | | | | | |
| P. | 5.35 | f 3.23 | 12.55 | 854.6 | OLIVE | 73.4 | 2.51 | f 12.20AM | 5.50 | 85 |
| | | | | | 11.7 | | | | | |
| P. | 6.35 | f 3.48 | 1.20 | 866.3 | LOW | 61.7 | 2.34 | f 11.58PM | 5.15 | 85 |
| | | | | | 12.2 | | | | | |
| P. F. W. | 7.10 | s **4.13** | 1.40 | 878.5 | DN DELLE De | 49.5 | 2.10 | s 11.30 | **4.13** | 85 |
| | | | | | 7.3 | | | | | |
| P. | 7.35 | f 4.28 | **1.55** | 885.8 | TIMPIE | 42.2 | **1.55** | f 11.13 | 3.30 | 86 |
| | | | | | 7.2 | | | | | |
| P. | 7.55 | f 4.43 | 2.07 | 893.0 | **ELLERBECK** | 35.0 | 1.41 | f 10.58 | 3.05 | |
| | | | | | 3.8 | | | | | |
| P. W. Y. | 8.10 | s 4.53 | s 2.13 | 896.8 | DN **BURMESTER** Bx | 31.2 | s 1.35 | s 10.50 | 2.50 | 85 |
| | | | | | 5.6 | | | | | |
| P. | 8.40 | f 5.08 | 2.27 | 902.4 | SPRAY | 25.6 | 1.21 | f 10.35 | 2.30 | 45 |
| | | | | | 5.5 | | | | | |
| P. | 9.20 | f 5.23 | 2.40 | 907.9 | LAGO | 20.1 | 1.06 | f 10.20 | 2.10 | 87 |
| | | | | | 4.3 | | | | | |
| | | | | 912.2 | B. & G. Crossing and Transfer | 15.8 | | | | 25 |
| | | | | | 1.3 | | | | | |
| P. | **10.05** | f 5.36 | 2.53 | 913.5 | D GARFIELD Gf | 14.5 | 12.55 | f **10.05** | 1.50 | 84 |
| | | | | | 7.4 | | | | | |
| P. | 10.35 | f 5.50 | 3.05 | 920.9 | FOX | 7.1 | 12.45 | f 9.49 | 1.25 | 85 |
| | | | | | 3.5 | | | | | |
| | 10.55 | 5.57 | 3.12 | 924.4 | BUENA VISTA | 3.6 | 12.40 | 9.42 | 1.15 | 24 |
| | | | | | 2.0 | | | | | |
| | | | | 926.4 | L. A. & S. L. Crossing | 1.6 | | | | |
| | | | | | 0.4 | | | | | |
| | | | | 926.8 | O. S. L. Crossing | 1.2 | | | | |
| | | | | | 0.5 | | | | | |
| | | | | 927.3 | POLLARD COURT | 0.7 | | | | |
| | | | | | 0.1 | | | | | |
| | | | | 927.4 | D. & R. G. Crossing | 0.6 | | | | |
| | | | | | 0.6 | | | | | |
| F. W. T. O. Y. B. R. K. P. | 11.30PM | s 6.15AM | s 3.30PM | 928.0 | DN **SALT LAKE** Un | 0.0 | 12.30PM | 9.30PM | 1.00AM | Yard |
| | Arrive Daily | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily | |
| | 8.30 | 4.15 | 3.40 | | Time over Subdivision | | 3.25 | 4.10 | 7.30 | |
| | 14.3 | 28.6 | 33.1 | | Average Speed per Hour | | 35.6 | 29.1 | 16.2 | |

## Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Wendover, Knolls, Delle, Burmester and Salt Lake.

Yard limits Salt Lake extend to 500 feet west of L. A. & S. L. Railroad crossing.

Eastward freight trains will enter D. & R. G. freight yard through connection at Pollard Court, between Sixth West and Seventh West Streets, Salt Lake, and will stop on the curve just north of First South Street at connection with D. & R. G. main track.

Westward freight trains requiring helper will use siding at Delle.

### SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 30 miles an hour. (See rule 847.)

Passenger trains reduce to 30, freight and mixed trains 15 miles an hour between Mile Post 899 and B. & G. crossing.

Maximum speed for consolidation and mikado engines; when running light or handling freight or mixed trains, 30 miles an hour; when handling passenger trains, 40 miles an hour, except as otherwise provided by time table, bulletin or train order. (See Rule 847.)

Maximum speed for freight trains 20 miles an hour descending Low hill, both directions.

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves, and where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

Trains must not exceed 15 miles an hour approaching and passing over O. S. L. crossing, Mile Post 926.8, stopping if it is being used by a train or engine of that railroad.

B. & G. crossing, Mile Post 912.2, is interlocked. Crossing will be governed by home signals only, there being no distant signals. Trains must approach this crossing with caution, and when home signal indicates "proceed," will not exceed 12 miles an hour over crossing. When home signal indicates "stop," must stop before reaching semaphore, as crossing is protected by derail, and not proceed until signal has been changed to "proceed."

**Nos. 1 and 2 will stop on flag at all stations for revenue passengers to or from points Salt Lake and East.**

## FOURTH SUBDIVISION "A"

**Eastward** — **ELLERBECK BRANCH** — **Westward**

| Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations, Standard Clocks | | Distance from Ellerbeck | Time Table No. 5 August, 1, 1924 STATIONS Telegraph Offices and Calls | Distance from Dolomite | | Capacity of Sidings |
|---|---|---|---|---|---|---|
| P. | | 0.0 | **ELLERBECK JCT.** | 4.7 | | |
| | | | 2.7 | | | |
| Y | | 2.7 | WYE | 2.0 | | |
| | | | 1.0 | | | |
| | | 3.7 | FLUX | 3.0 | | 8 |
| | | | 1.0 | | | |
| | | 4.7 | **DOLOMITE** | 0.0 | | 3 Car Spur 1 E |

**Westward Trains are superior to Eastward Trains of the same class.**

Maximum speed 12 miles an hour. (See rule 847.)

## FOURTH SUBDIVISION "B"

**Eastward** — **TOOELE BRANCH** — **Westward**

| Fuel, Water, Fone, Tables, Scales Wyes, Bulletin Register Stations Standard Clocks | | Distance from Burmester | Time Table No. 5 August 1, 1924 STATIONS Telegraph Offices and Calls | Distance from Warner | | Capacity of Sidings |
|---|---|---|---|---|---|---|
| P. W. Y. | | 0.0 | 2 S **BURMESTER** Bx | 15.5 | | 125 |
| | | | 7.0 | | | |
| | | 7.0 | MARSHALL | 8.5 | | 22 |
| | | | 8.5 | | | |
| W. Y. R | | 15.5 | **WARNER** | 0.0 | | 77 |

**Westward Trains are superior to Eastward Trains of the same class.**

Maximum speed 12 miles an hour. (See rule 847.)

## SPURS AND COMMERCIAL TRACKS

### MAIN LINE

| STATIONS | Distance from San Francisco | How Connected | Cars Capacity |
|---|---|---|---|
| SULPHUR SPUR | 476.4 | 1 W | 4 |
| KNIGHT F. 4 | 570.1 | 1 E | 6 |
| RUSSELLS SPUR F. 4 | 582.5 | 1 E | 3 |
| JENKINS | 592.1 | 1 E | 3 |
| MARBLE SPUR | 861.5 | 1 E | 3 |
| TIMPIE QUARRY | 886.7 | 1 E | 50 |
| L. A. & S. L. CONNECTION | 913.6 | 1 E | 14 |
| TERMINAL SPUR F. 3 & 4 | 922.1 | 1 W | 20 |

### ADDITIONAL SPECIAL INSTRUCTIONS, APPLYING TO THE JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE.

(A) Between Weso and Alazon tracks of the Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both Companies will use Western Pacific track Weso to Alazon, and all westward trains of both Companies will use Southern Pacific track Alazon to Weso, unless otherwise instructed by train order, and except as provided in Rules E and F hereof. Each Railroad will be operated under single track rules.

(B) On the Western Pacific between Weso and Alazon one-way automatic block signals are being installed to protect following movements of eastward trains and in some places westward signals will be used.

On the Southern Pacific between Alazon and Weso automatic block signals governing eastward trains will, with a few exceptions, be taken out.

When a block signal indicates STOP between Weso and Alazon train may proceed with caution not exceeding six miles per hour as follows:

Eastward trains on the Western Pacific and westward trains on the Southern Pacific will be governed by the third paragraph of Rule 509 prescribing double track procedure

Where eastward signals on the Southern Pacific and westward signals on the Western Pacific are maintained, trains stopped by such signals will be governed by the second paragraph of Rule 509, prescribing single track procedure.

(C) Eastward regular trains and westward Western Pacific first class trains will register by ticket at Weso for the information of inferior trains. Other trains will not register.

Operator Weso must enter correctly, on the register, the information furnished by register ticket and transmit the registration of only the Southern Pacific eastward first class trains to the Western Pacific operator at Winnemucca, who must enter same on register, as sent.

Eastward Western Pacific inferior trains need not check Weso register against any eastward first class train that appears on the register at Winnemucca.

(D) A Clearance Card authorizing an Eastward Southern Pacific regular train at Weso will apply only to Carlin where another Clearance Card must be obtained authorizing the train Carlin to Elko.

(E) West Carlin Detour extends from West Carlin on the Western Pacific to a connection with Southern Pacific main track in west end of Carlin Yard. East Carlin Detour extends from east ice house lead on the Southern Pacific to East Carlin on Western Pacific. Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards will use these detours.

(F) East Elko Detour extends from south siding of Southern Pacific to Western Pacific freight yard. West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Western Pacific freight trains and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards will use these detours.

(G) Movements over detours at Carlin and Elko must be made with caution.

(H) Westward first class trains and westward Western Pacific second class trains register by ticket at Alazon for the information of inferior trains. Other trains will not register.

Operator Alazon must enter correctly, on the register, the information furnished by register ticket, and transmit the registration of only the Western Pacific westward first class trains to the Southern Pacific operator at Wells, who must enter same on register, as sent.

Westward Southern Pacific inferior trains need not check Alazon Register against any westward first class train that appears on the register at Wells.

(I) Eastward Southern Pacific trains will be governed by the position of the train order signal at Alazon instead of obtaining a Clearance Card as provided in Rule 83 (D).

An eastward Southern Pacific train fulfilling a schedule, or running as a section of a schedule (if schedule of the same number exists on the Southern Pacific timetable) or running Extra on the Western Pacific into Alazon will continue to do so on the double track Alazon to Southern Pacific Wells, moving only with the current of traffic.

An eastward inferior Southern Pacific train may run ahead of overdue eastward superior Southern Pacific trains Alazon to Wells without train order authority, but must comply with Rule 83 at Wells.

(J) A Clearance Card authorizing a westward Western Pacific regular train at Alazon will apply only to Elko, where another Clearance Card must be obtained authorizing the train Elko to Carlin.

(K) At Western Pacific Carlin only first class trains will register. Western Pacific first class trains may register by ticket. Registration of first class trains will be transmitted to the Southern Pacific operator at Carlin, who must enter same in register. A first class eastward train which does not reach East Carlin within 15 minutes from its leaving time, as registered at Western Pacific Carlin, must run expecting to find an inferior train moving ahead of it, East Carlin to Elko.

(L) At Southern Pacific Elko only first class trains will register. Southern Pacific first class trains may register by ticket. Registration of first class trains will be transmitted to the Western Pacific operator at Elko who must enter same in register. A first class westward train which does not reach West Elko within 15 minutes from its leaving time, as registered at Southern Pacific Elko, must run expecting to find an inferior train moving ahead of it, West Elko to Carlin.

(M) On the Western Pacific between 6.30 a.m. and 6.30 p.m. before passing around curves where view is obscured, enginemen will sound whistle signal 14-L.

(N) Second paragraph of Rule 21 (A) will not apply to Southern Pacific and Western Pacific engines on joint tracks between Weso and Alazon.

(O) Between Weso and Alazon, Dispatchers must use the following forms to authorize the movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or in creating work train extras on either track.

EXAMPLE 1.

"Eng.....run extra on.....Pacific track.....to....."

EXAMPLE 2.

"Eng.....works extra on.....Pacific track.....M until.....M. between.....and....."

### LIMITS OF WESO INTERLOCKING.

Signal 4208 to Signal 4211 on Southern Pacific track.

Signal 4206 to east switch of east crossover on Western Pacific track.

### LIMITS OF ALAZON INTERLOCKING.

Signal 6034 to a point on eastward Southern Pacific track opposite signal 6035, and to Signal 6037 on Western Pacific track.

On westward Southern Pacific track, Signal 6035 to west switch of crossover.

### STEAM WHISTLE ROUTE SIGNALS.

WESO—Signal 4211. ——— o ——— Upper arm, Southern Pacific.
o ——— ——— Lower arm, Western Pacific.

ALAZON—Signal 6034. ——— o ——— Upper arm, Southern Pacific.
o ——— ——— Lower arm, Western Pacific.

### RAILROAD SURGEONS

DR. T. W. HUNTINGTON, Chief Surgeon.....San Francisco, Cal.
DR. J. F. CRITCHLOW, Division Surgeon.....Salt Lake, Utah
DR. R. S. ALLISON, Asst. Local Surgeon.....Salt Lake, Utah
DR. W. D. DONOHER, Oculist.....Salt Lake, Utah
DR. A. C. OLMSTED, Local Surgeon.....Wells, Nev.
DR. A. J. HOOD, Local Surgeon.....Elko, Nev.
DR. R. P. ROANTREE, Asst. Local Surgeon.....Elko, Nev.
DR. CHAS. SECOR, Asst. Local Surgeon.....Elko, Nev.
DR. C. W. EASTMAN, Local Surgeon.....Carlin, Nev.
DR. GEO. F. POPE, Local Surgeon.....Winnemucca, Nev.

In all cases of serious emergency, medical attention will be secured for sick or injured patients with the greatest possible expedition, whether such attendant be a Railroad Surgeon or not, always making proper effort to secure attendance of the latter, and turning patient over to Railroad Surgeon at first opportunity. For cases of ordinary illness and slight injuries the Railroad will not be responsible for expenses of physicians other than those regularly employed.

**Stretchers are located at Gerlach, Winnemucca, Elko, Shafter, Wendover, and in baggage cars in all passenger trains. After stretchers have been used they must be promptly returned to place from which taken.**

### FOLLOWING DESIGNATED WATCH INSPECTORS

S. A. Pope, Supervisor of Time Service.....65 Market St., San Francisco
Winnemucca, Nev.....Krenkel & Bosch
Elko, Nev.....L. J. Wintermantel
Salt Lake City, Utah — R. V. Owens Co., 103 W. So. Temple St.

### TONNAGE RATING

**First Subdivision**

| | | |
|---|---|---|
| Eastward | Mikado Eng. 2400 tons | with Mikado Helper...4300 tons |
| | | with Cons'd Helper...3800 tons |
| | Cons'd Eng. 1750 tons, | with Cons'd Helper...3300 tons |
| Westward | Mikado Eng. 2200 tons | with Mikado Helper...4000 tons |
| | | with Cons'd Helper...3600 tons |
| | Cons'd Eng. 1550 tons, | with Cons'd Helper...3000 tons |

**Second Subdivision**

Eastward, Cons'd Engine.....2200 tons
Westward, Cons'd Engine.....3400 tons

**Third Subdivision**

| | | |
|---|---|---|
| Eastward | Mikado Eng. 1800 tons, | with helper.....3250 tons |
| | Cons'd Eng. 1450 tons, | with helper.....2200 tons |
| Westward | Mikado Eng. 1650 tons | with Mikado Helper...3200 tons |
| | | with Cons'd Helper...2700 tons |
| | Cons'd Eng. 1150 tons | with Mikado Helper...2700 tons |
| | | with Cons'd Helper...2200 tons |

**Fourth Subdivision**

| | | |
|---|---|---|
| Eastward | Mikado Eng. 2200 tons, | with helper.....3000 tons |
| | Cons'd Eng. 1600 tons, | with helper.....2200 tons |
| Westward | Mikado Eng. 2200 tons, | with helper.....3200 tons |
| | Cons'd Eng. 1600 tons, | with helper.....2600 tons |

Limit mikado engines to 85 cars. Consolidation engines to 75 cars. Passenger engines to 50 cars.

Figure 5 tons friction for each car over 30 cars.

**The rating for mikado engines will be 50% above that for consolidation engines.**

**The rating for passenger engines will be 65% of the consolidation engine rating.**

The tonnage rating is based on the maximum grade on each subdivision. Between points where grades are less than maximum greater tonnage can be handled and conductors and enginemen will be expected to fill trains to capacity of engines.

C. E. RENNER,
Trainmaster,
Winnemucca, Nevada.

G. W. CURTIS,
Trainmaster,
Wendover, Utah.

H. M. YOE,
Chief Train Dispatcher,
Elko, Nevada.

G. L. SWARTZ,
Night Chief Train Dispatcher,
Elko, Nevada.